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# Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,651 第一十五百陸千四萬一第 日八十月式年疊十三緒光 HONGKONG, THURSDAY, MARCH 23RD, 1905. 四拜禮 號三十式月三年五零百九千一英遺香 PRICE, \$3 PER MONTH.

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[1865]

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Hongkong, 1st March, 1905. [1866]

NOTICE.

THE TERMINUS STORES,  
GENERAL STOREKEEPERS, COMPRADORES,  
COMMIS. ON AGENTS.

MOST respectfully beg to inform the Public that they have opened a Store in this Colony at Nos. 60 and 61, ELGIN ROAD, KOWLOON, under the Style of the Terminal Stores and are prepared to accept all kinds of orders, which will be attended to and executed in the shortest time, and earnestly hope to be favoured with the kind Patronage of the Public.

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Hongkong, 28th November, 1902. [1866]

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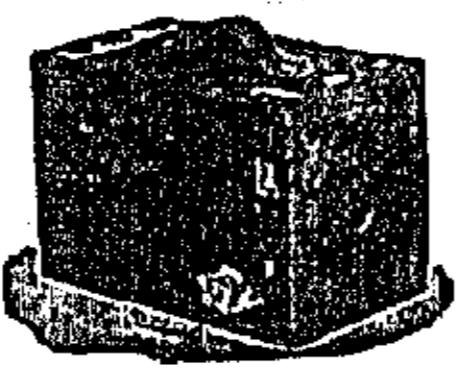
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15, Queen's Road, Hongkong, 3rd March, 1905.

[1870]

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[1864]

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SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsui Tsa Tei, Kowloon. Each with Five Spacious Well-ventilated Living Rooms, Two Bathrooms, Kitchen, Garden, Tennis Courts, Servants' Quarters, Water, Gas, Electric Lights and Bell. Moderate Rental. Possession on or about 1st April, 1905.

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ARATTOON V. APCAR & CO.,  
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Hongkong, 10th January, 1905.

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OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Bank. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—  
CHUNG SHUN KOO,  
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Hongkong, 24th December, 1904.

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GEO. K. HALL BRUTTON,  
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A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
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NEW "KINGSCLERE" with Stables, entrances in both Kennedy and MacDonnell Roads.

For full particulars, apply to—  
LINSTEAD & DAVIS,  
Alexandra Buildings, 3rd Floor.  
Hongkong, 17th February, 1905.

TO LET.

A DESIRABLE FLAT of 2 Unfurnished Rooms on Caine Road Level, with Bath-room, Veranda and a Fine View of the Harbour. Apply to—  
W. W. W.  
Care of Daily Press Office.  
Hongkong, 21st March, 1905.

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## HONGKONG BUSINESS DIRECTORY.

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TWO SQUARE ROOMS in the Connaught Hotel, suitable for Offices. Also ONE STALL on the Ground Floor.

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HOTEL OFFICE.

Hongkong, 21st March, 1905.

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SUITABLE for Offices, TWO ROOMS in Prince's Building.

Apply to—  
LAUTS, WEGENER & CO.  
Hongkong, 4th March, 1905.

TO LET.

## MINISTRY OF COMMERCE.

On June 18, 1901, Mr. Balfour, in reply to a question addressed to him, stated that he did not see that there was sufficient evidence to justify an inquiry into the necessity for the new Ministry. Last year, however, such a committee sat under the chairmanship of Lord Jersey, and in June reported that a Ministry of Commerce and Industry should supersede the present Board of Trade. The Minister of Commerce would have a seat in the Cabinet, and a salary of £5,000 a year. In the King's Speech the Government expresses its intention of carrying out the recommendation.

England is a commercial nation. The life blood of the Empire is its trade. On the success of its manufacturers and its traders rests the whole superstructure of Imperial authority and power.

And yet till now the Government direction of trade has been cut up in a casual, haphazard way between the Foreign Office, the Home Office, and the Board of Trade.

The Board of Trade is itself a misnomer, since it has no concern with the promotion of trade at all. It is an administrative body mainly occupied with the devising and enforcing of certain regulations. Its archaic constitution is signified by the fact that it is still called "The Board of Trade and Plantations."

The Board approves and enforces railway by-laws and inquires into the causes of accidents, oversees the registration of patents and trade-marks, administers the Bankruptcy Act, institutes conciliation boards in labour disputes and to an extent oversees shipping.

It collects statistics of emigration and immigration, of exports, and of employment and unemployment.

The Factory Acts, a vital part of the national commercial system, are administered by the Home Office, the factory and mining inspector being Home Office appointments, while all commercial interests abroad are under, and superintended by, the Foreign Office, which appoints the Consuls, issues their reports, and draws up and negotiates commercial treaties.

It is safe to predict that all these duties, with perhaps the exception of diplomatic Consular work, will be transferred to the Ministry of Commerce, with the result that in trade matters the expert will at last be given the opportunity of supplanting the amateur.

In the fight, ever growing keener, for trade supremacy, England has two great rivals—Germany and the United States.

Both these countries have well organised departments for the fostering and furthering of trade. In both countries the Department is controlled by a practical business man, and the success of the individual American and German trader is not a little owing to the efficiency of the Government officials.

The duties of the American President of Commerce and Labour are: "To foster and promote the foreign and domestic commerce of America, and call upon Consular representatives abroad (when he thinks desirable) to furnish reports on markets for American products"—an admirable reminder of what the country will expect from Mr. Balfour's new creation.

To use vulgarism, the Consular service is "cheap and nasty." The average cost of our Consular abroad is only £18,000. each a year, a ridiculous economy brought about by the employment of foreigners at a nominal salary.

Mr. J. H. Yoxall, M.P., in an article in these columns, showed that 292 out of 828 Consuls and Consul General were foreigners, a fact made more significant when it is added that 9 out of the 49 Consul Generals are not British subjects.

It is not difficult to see the immense services that a well-equipped Consul could perform. He should of course, be acquainted with the conditions of manufacture in Great Britain, with the language, the trade laws, the Customs regulations, the prejudices, and the needs of the country in which he lives.

It should be his duty to protect English trade interests, to arbitrate in differences, and to obtain the redress of injuries; while he should carefully collect information of the trade of the country, the market prices, and the movements of exchange.

Such work cannot be expected from foreigners with a rudimentary knowledge of English laws and customs, nor can it be bought for £18,000. a year.

The despair of the English business man at the present system was evidenced recently by the scheme formulated to appoint trade representatives abroad to be paid by a private association of traders; but this should not be necessary, and will not be necessary if the English Ministry of Commerce act up to its opportunities.

One thing is, however, essential, and that is that the Minister of Commerce should have an actual personal knowledge of trade. It will not do to metamorphose the old Board of Trade into the new Ministry of Commerce, and to add to it new duties and responsibilities, if the direction is to be left in the hands of the best qualified amateurs.

Amiable country gentlemen, intelligent aristocrats, subtle lawyers may be all very well as the official heads of the Foreign Office, the Admiralty, or the Colonial Office—though one is not sure of that; but the Ministry of Commerce demands a commercial Minister—

Express.

## GARRISON ORDERS.

HEAD QUARTERS,  
HONGKONG, 22nd March, 1905.

GENERAL ORDERS.—Gazette India.—No. 47. The following extract from the Gazette of India is published for information:—Military Department. Fort William, 10th February. The following promotions are made in the undemoted-out regiments:—33rd Burma Infantry, Jasadar, Dhan Singh to be Subadar, vice Jiwau Singh, transferred to the pension department, with effect from the 7th December, 1904.

GARRISON ORDERS.—Leave.—No. 1. Leave of absence on private affairs to the neighbouring countries has been granted to Major A. A. Chichester, D.S.O., Chief staff Officer, from 6th April to 5th July, 1905.

Schools.—No. 2. In accordance with para 40 Army school Regulation, Board of Officers composed as under will assemble at the Garrison Infants School, Murray Barracks, at 11 a.m. on Monday next the 27th instant to inspect the whole of the school books and materials &c. on charge or being handed over to School-mistress E. Edwards by School-mistress M. E. Abley, President: Capt. C. M. E. Watkins, Royal Engineers. Member: An Officer, Royal Garrison Artillery. An Officer, 2nd Royal West Kent Regt.

Examination 3rd Class certificates of Education.—No. 3. An examination for 3rd Class Certificates of Education will be held in the Garrison School, Scandal Point, at 3 p.m. on Friday next the 24th instant.

Moves.—No. 4. The following moves will take place on the 24th instant:—83 Company R.G.A., Head Quarters & 75 N.C.O.'s and men, Lytton to Victoria Barracks, 87 Company R.G.A., 24 N.C.O.'s and men, Victoria Barracks to Stonecutters 88 Company, R.G.A., 8 N.C.O.'s and men, Victoria Barracks to Pinewood.

Leave.—No. 5. Leave of absence on private affairs to the neighbouring countries has been granted to Capt. H. Crichton, Royal Garrison Artillery, from 29th March to 15th June, 1905.

Board of Officers.—No. 6. A Board of Officers composed as under will assemble at Murray Barracks at 10 a.m. on Wednesday next the 29th inst. for the purpose of enquiring into the cause of loss of a model for service in the Mediterranean, belonging to No. 5933 Private Artillery, 2nd Royal West Kent Regt.

The Board of Officers will record its opinion in accordance with para 202 King's Regulations.

Major L. H. Parry, R. viii Garrison Artillery, An Officer, 2nd Royal West Kent Regt.

All witnesses duly required to attend. Proceedings to be forwarded to the Chief Staff Officer.

Annual Estimates 1905-1906.—No. 7. In accordance with para 433 set out:—"Regulations for Engineers Services" Commanding Officers and Heads of Departments will tender to the C.R.E. not later than the 1st May, 1905, statements of New Engineer Services required to be carried out on the Annual Estimates for 1905-1906. Army Form M. 1422 should be used.

Army Form M. 1422 of the Sanitary Services recommended to be carried out on the command, vide para 443 of above quoted regulations. (II) It is most important that the statements herein called for should include all the requirements, as far as can be foreseen and it should be distinctly understood that services which are not brought forward at this time, only proper time, have little or no chance of being approved unless of extreme urgency and which could not have been foreseen. (III) C.O.'s and Heads of Departments should send in not later than the 15th April, 1905, to the C.R.E. a list of the services which were inserted in their statements for 1905-1906 and will they be informed of which of the services thereto shown are sanctioned for execution in that year?

Moves.—No. 8. Nos. 3. and 4. Companies H.K.S.B.R.G.A. will return to Barracks to-day from camp.

By Order  
A. A. CHICHESTER, Major,  
Chief Staff Officer

## PAINFUL CASE OF DEBILITY.

## CURED BY BILE BEANS.

To suffer from debility means that your stomach is completely out of order, and until this is rectified you go on enduring the tortures of pain caused by indigestion, flatulence, sharp twinges of pain, like knife stabs, through the whole of the body, and many other similar discomforts. In all cases of debility Bile Beans are a proved remedy. They speedily banish pain and restore health to the sufferer. Read what Mrs. Emily Jane Hayward of 18 Radnor Road, Harrow, near Bristol, England, says:

"Last March I was confined to my bed for three weeks in a very serious condition suffering from terrible pains which had spread over my body. I could not sleep or lay down with my comfort and no matter what medicine I took I could not obtain relief. My appetite began to fail and I suffered from general debility. There was a continual tingling in my fingers and a severe pain across my back. If I lay down of my foot I was agony for hours afterwards. In fact, eating was more of torture than a pleasure. I obtained medical advice, but the body pains did not leave me and I was continually suffering."

Then I heard of Bile Beans and commenced to take them. I soon found my appetite was returning and I began to eat without having the disc of ringing pains afterwards. In a little while I got entirely rid of the many ailments to which I had been subject. I am now in a splendid state of health. The debility is gone and I have a keen appetite. I can conscientiously say that I am in as good a state of health as ever in my life and it has been brought about by Bile Beans. I am recommending them to all my friends and especially to those who are ailing."

Such is the nature of the testimonials daily received by the proprietors of Bile Beans. This great vegetable and scientific remedy is also a cure for indigestion, debility, biliousness, constipation, piles, nervousness, anaemia, female ailments, weakness, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples and skin eruptions. Of all theomists and medicine vendors. Price 75 cents (Max.) per bottle.

[20-12]

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PLAN OF FOREIGN CONCESSION, SHANGHAI

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PLAN OF PEAK DISTRICT, VICTORIA

PLAN OF KOWLOON

PLAN OF MANILA

PLAN OF SAIGON

PLAN OF SINGAPORE

PLAN OF PENANG

PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia.

## 6 SHIPPING.

## ARRIVALS.

CHURNUM, British str., 1,339, O. E. Anderson, 21st March.—Berry (N.S.W.) 24th Jan., Coal—Order.

DECIMA, German str., 784, H. Schlaikin, 22nd Mar.—Amping, Amoy and Swatow 21st Mar., General Oil Co., Shonan Kaihatsu.

FRITHZOW, Norwegian, 801, H. A. Haraldsen, 22nd Mar.—Tamsui and Amoy and Swatow 19th Mar.—Ostasi Shonan Kaihatsu.

MACHIEW, German str., 987, Harten, 21st Mar.—Bangkok 15th March—Rice and Timber.

NANSHAN, U.S. oiline, 1,112, Pridoux, 21st March.—Manila 18th March.

OREGON, U.S. oiline, 10,295, Burwell, 21st March.—Manila 18th March.

PETROGRABU, German str., 1,073, G. Hillmann, 21st March.—Bangkok 14th March—Rice and Wood—Butterfield & Swire.

TRIESTE, Austrian str., 3,203, D. Mistraligo, 22nd March.—Trieste and Singapore 16th March.—Sander, Wieland & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

22nd March.

BORUO, German str., for Kudat.

CHENG, British str., for Hongkong.

ZACIO, British str., for Amoy.

## DEPARTURES.

22nd March.

BELGIAN KING, British str., for Kobe.

BELGA, British str., for Yokohama.

C.G., AG. U.S. gunboat, for practice.

CHINCHUN, British str., for Shanghai.

ESANG, British str., for Canton.

KANGU, British str., for Canton.

KWANGKE, Chinese str., for Shanghai.

MININGO, American str., for Shanghai.

NINGO, British str., for Canton.

SIGNAL, German str., for Swatow.

## SHIPMENT REPORT.

The Gormain str., Macleod reports: Fine weather, light winds (chiefly from southerly direction) up to within 100 miles of the port; thence fresh monsoon to port; cloudy, overcast with occasional showers.

## VESSELS IN DOCK.

22nd March.

ABERDEEN DOCKS.—Katherine Park.

HOLMWOOD DOCKS.—Sobralian, Liscun.

Westminster Bridge, H.M.S. Whiting, Sungkaig, Likin, U.S.S. Oregon, U.S.S. Bainbridge, U.S.S. Berry, U.S.S. Chauncey, U.S.S. Dale, U.S.S. Decatur, Vado.

COSMOPOLITAN DOCK.—

## VESSELS ON THE BERTH

NORDDEUTSCHE LLOYD, BREMEN.

## NOTICE.

STEAM FOR KUDAT AND SANDAKAN. Taking cargo at through rates to TAWAO, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA AND MENADO.

THE Company's Steamship

## "Borneo."

Captain E. Mühl, will have for the above ports TO-DAY, the 23rd inst., at 9 A.M.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & CO., Agents.

Hongkong, 21st March, 1905.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island, vessels anchoring nearest Kowloon are marked K, nearest Hongkong, H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf E.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

## VESSELS ADVERTISED AS LOADING

SECTION 1.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

| DESTINATION                         | VESSEL'S NAME     | FLAG & B&G | BERTH | CAPTAIN             | FOR FREIGHT APPLY TO      | TO BE DESPATCHED            |
|-------------------------------------|-------------------|------------|-------|---------------------|---------------------------|-----------------------------|
| LONDON & ANTWERP                    | MERIONETHSHIRE    | Brit. str. | —     | C. H. Burch         | SHEWAN, TOME & CO.        | On 25th inst.               |
| LONDON & PORTS OF CALL              | MALTA             | Brit. str. | —     | E. A. Peters        | P. & O. S. N. CO.         | On 25th inst., at Noon.     |
| LONDON & ANTWERP                    | BENGLOE           | Brit. str. | —     | G. W. Babat, R.N.R. | GIBB, LIVINGSTON & CO.    | On 27th inst.               |
| LONDON & ANTWERP VIA SINGAPORE, &c. | MALACCA           | Brit. str. | 1 m.  | —                   | P. & O. S. N. CO.         | About 29th inst.            |
| AMSTERDAM, LONDON & ANTWERP         | ACHILLES          | Brit. str. | 1 m.  | —                   | BUTTERFIELD & SWIRE       | On 28th inst.               |
| AMSTERDAM, LONDON & ANTWERP         | MACHADN           | Brit. str. | 1 m.  | —                   | BUTTERFIELD & SWIRE       | On 11th April.              |
| AMSTERDAM, LONDON & ANTWERP         | AGAMEMNON         | Brit. str. | 1 m.  | —                   | BUTTERFIELD & SWIRE       | On 25th April.              |
| AMSTERDAM, LONDON & ANTWERP         | JASON             | Brit. str. | 1 m.  | —                   | BUTTERFIELD & SWIRE       | On 9th May.                 |
| MARSEILLES, &c., VIA PORTS OF CALL  | PINSUM            | Brit. str. | 1 m.  | —                   | BUTTERFIELD & SWIRE       | On 23rd May                 |
| TOURNAE                             | FRENTE            | Brit. str. | —     | Girard              | MESSAGERIES MARITIMES     | On 4th April, at 1 P.M.     |
| BREMEN, VIA PORTS OF CALL           | P. R. LUFTFOLD    | Ger. str.  | k. w. | H. Krichner         | MELCHERS & CO.            | On 24th inst., at Noon.     |
| HAVRE & HAMBURG                     | SCANDIA           | Ger. str.  | k. w. | v. Döhren           | HAMBURG-AMERIKA LINIE     | On 28th inst.               |
| HAVRE & HAMBURG                     | SUEVIA            | Ger. str.  | k. w. | Krause              | HAMBURG-AMERIKA LINIE     | On 4th April.               |
| HAVRE & HAMBURG                     | SILESIA           | Ger. str.  | k. w. | Bahlo               | HAMBURG-AMERIKA LINIE     | On 16th April.              |
| HAVRE & HAMBURG                     | SLAVONIA          | Ger. str.  | k. w. | Madsen              | HAMBURG-AMERIKA LINIE     | On 2nd May.                 |
| HAVRE & HAMBURG                     | SEGOWIA           | Ger. str.  | k. w. | Schoenfeldt         | HAMBURG-AMERIKA LINIE     | On 20th May.                |
| HAVRE & HAMBURG                     | SENEGAMBIA        | Brit. str. | 1 m.  | Jaburg              | HAMBURG-AMERIKA LINIE     | On 29th May.                |
| HAVRE & HAMBURG                     | ALCINOUS          | Brit. str. | —     | Rasserich           | BUTTERFIELD & SWIRE       | On 29th May.                |
| HAVRE & HAMBURG                     | LARIBET           | Brit. str. | —     | Nicholas            | SANDER, WIELER & CO.      | On 24th inst.               |
| HAVRE & HAMBURG                     | M. BACQUEHEM      | Aus. str.  | —     | Burnett             | DODWELL & CO., LTD.       | On 30th inst.               |
| HAVRE & HAMBURG                     | ST. FILLANS       | Brit. str. | —     | Habel               | STANDARD OIL CO.          | On 21st inst.               |
| HAVRE & HAMBURG                     | SCUYLKILL         | Brit. str. | —     | F. G. Purinton      | STANDARD OIL CO.          | On 25th May.                |
| HAVRE & HAMBURG                     | HUDSON            | Brit. str. | —     | Waggon              | PORTUGAL ASIATIC S.S. CO. | On 31st inst., at Daylight. |
| HAVRE & HAMBURG                     | NUBLA             | Brit. str. | k. w. | McArthur            | GIBR, LIVINGSTON & CO.    | On 8th April, at Noon.      |
| HAVRE & HAMBURG                     | EMPERESS OF CHINA | Brit. str. | 1 m.  | A. L. Valentini     | BUTTERFIELD & SWIRE       | On 10th April.              |
| HAVRE & HAMBURG                     | TARTAR            | Brit. str. | 1 m.  | —                   | P. & O. S. N. CO.         | About 2nd April.            |
| HAVRE & HAMBURG                     | PLEIADES          | Aus. str.  | —     | —                   | BUTTERFIELD & SWIRE       | To-day.                     |
| HAVRE & HAMBURG                     | TELEMACHUS        | Brit. str. | —     | D. Mistraligo       | JARDINE, MATHESON & CO.   | On 27th inst., at 4 P.M.    |
| HAVRE & HAMBURG                     | NICOMEDIA         | Brit. str. | —     | F. R. Summers       | P. & O. S. N. CO.         | On 28th inst.               |
| HAVRE & HAMBURG                     | AUSTRIALIAN PORTS | Brit. str. | —     | —                   | BUTTERFIELD & SWIRE       | On 26th April.              |
| HAVRE & HAMBURG                     | CHINOTU           | Brit. str. | —     | —                   | P. & O. S. N. CO.         | On 27th inst.               |
| HAVRE & HAMBURG                     | PESSA             | Brit. str. | —     | —                   | BUTTERFIELD & SWIRE       | On 28th inst.               |
| HAVRE & HAMBURG                     | CHINGGU           | Brit. str. | —     | —                   | P. & O. S. N. CO.         | On 29th inst.               |
| HAVRE & HAMBURG                     | ESANG             | Brit. str. | —     | —                   | BUTTERFIELD & SWIRE       | On 29th inst.               |
| HAVRE & HAMBURG                     | TRISTE            | Aus. str.  | —     | —                   | P. & O. S. N. CO.         | On 30th inst.               |
| HAVRE & HAMBURG                     | SIMLA             | Brit. str. | —     | —                   | BUTTERFIELD & SWIRE       | On 30th inst.               |
| HAVRE & HAMBURG                     | HANGANG           | Brit. str. | —     | —                   | P. & O. S. N. CO.         | On 31st inst.               |
| HAVRE & HAMBURG                     | NINGPO            | Brit. str. | —     | —                   | BUTTERFIELD & SWIRE       | On 1st May.                 |
| HAVRE & HAMBURG                     | WOOGUNG           | Brit. str. | —     | —                   | P. & O. S. N. CO.         | On 2nd May.                 |
| HAVRE & HAMBURG                     | CLARA JESEN       | Brit. str. | —     | —                   | BUTTERFIELD & SWIRE       | To-day.                     |
| HAVRE & HAMBURG                     | DECIMA            | Brit. str. | —     | —                   | P. & O. S. N. CO.         | On 23rd inst., at 4 P.M.    |
| HAVRE & HAMBURG                     | FRITHZOW          | Brit. str. | —     | —                   | P. & O. S. N. CO.         | On 24th inst.               |
| HAVRE & HAMBURG                     | B. BIRCHEN        | Brit. str. | —     | —                   | P. & O. S. N. CO.         | On 25th inst., at Daylight. |
| HAVRE & HAMBURG                     | HAIMUK            | Brit. str. | 2 m.  | Robson              | BUTTERFIELD & SWIRE       | On 26th inst.               |
| HAVRE & HAMBURG                     | KANGU             | Brit. str. | —     | —                   | P. & O. S. N. CO.         | On 27th inst.               |
| HAVRE & HAMBURG                     | LOONGSANG         | Brit. str. | —     | —                   | P. & O. S. N. CO.         | On 28th inst.               |
| HAVRE & HAMBURG                     | BUBI              | Brit. str. | 1 m.  | A. H. Notley        | P. & O. S. N. CO.         | On 29th inst.               |
| HAVRE & HAMBURG                     | TAMING            | Brit. str. | —     | —                   | P. & O. S. N. CO.         | On 30th inst.               |
| HAVRE & HAMBURG                     | ZAFIRO            | Brit. str. | —     | R. Rodger           | P. & O. S. N. CO.         | On 1st April, at 10 A.M.    |
| HAVRE & HAMBURG                     | TELEMOTT          | Aus. str.  | —     | T. W. Garlick       | DODWELL & CO., LTD.       | On 12th April.              |
| HAVRE & HAMBURG                     | SUNGKANG          | Brit. str. | —     | —                   | P. & O. S. N. CO.         | On 30th inst.               |
| HAVRE & HAMBURG                     | BORNEO            | Brit. str. | —     | E. Mühl             | BUTTERFIELD & SWIRE       | To-day, at 3 A.M.           |
| HAVRE & HAMBURG                     | TJIPANAS          | Brit. str. | —     | —                   | JAYA-CHINA-JAPAN LINE     | Quick despatch.             |
| HAVRE & HAMBURG                     | SUISANG           | Brit. str. | —     | —                   | JARDINE, MATHESON & CO.   | Today, at 3 P.M.            |
| HAVRE & HAMBURG                     | KUMSANG           | Brit. str. | —     | —                   | JARDINE, MATHESON & CO.   | Tomorrow, at 3 P.M.         |

## HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER DIENST.

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, POORTA, in the LEVANTE, BLACK SEA and BALTO PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

SCANDIA (HAVRE and HAMBURG) On 28th Mar. Freight & Passengers.

SUEVIA (HAVRE and HAMBURG) On 4th April. Freight.

SILESIA (HAVRE and HAMBURG) On 16th April. Freight & Passengers.

SLAVONIA (HAVRE and HAMBURG) On 2nd May. Freight & Passengers.

SEGOWIA (HAVRE and HAMBURG) On 16th May. Freight.

SENEGAMBIA (HAVRE and HAMBURG) On 30th May. Freight.

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## HONGKONG ODD VOLUMES SOCIETY.

MR. COTTON ON "TEA."

Mr. T. Cotton, inspector of markets, last evening, under the auspices of the Hongkong Odd Volumes Society, lectured on "Tea" at the City Hall. Dr. F. Clark, the principal civil medical officer, was in the chair. Inspector Cotton was for many years on tea plantations in upper India, only leaving on account of ill health.

The speaker, in the course of his remarks, said that the Chinese account of tea is that the Emperor Shun Nung, "the inventor of agriculture," discovered it. Emperor Shun's era is fixed with marvellous exactitude at B.C. 3,254. Confucius, born 550 B.C., makes a doubtful allusion to tea in one of his works. In 584 A.D. a Chinese priest of the sect of Fo recommended the use of tea as a medicine, and from that time tea became popular as a beverage amongst the natives of China. The Portuguese were the first Europeans to deal with China (in 1517). Maffei, a Portuguese, then described the inhabitants of Japan and China as using a herb called *cha* from which they extracted a delicate juice which they drank warm and used instead of wine. From this time tea seems to have attracted more attention in Europe. The Dutch began to bring some in their ships, and sent over small quantities to England. The first record, given by the customs returns of the United Kingdom, was in 1697 when 100 lbs. were imported. In 1685, 12,970 lbs. were imported by the East India Company, and in 1689 it increased to 25,300 lbs., in 1710 it was 127,208 lbs., and from that date it continued to increase. The import of tea into England in 1875 was 179,000,000 lbs.

The tea plant is a hardy evergreen shrub, from three to six feet in height, in appearance much resembling a camellia tree, the bark rough, dark and gray; the stem bushy with numerous branches and very leafy; the blossom white with yellow anthers much resembling a dog rose, and extremely fragrant. It grows in the open air in every climate between the equator and the latitude of 45 degrees north, but thrives best in cooler parts of the tropical zone, and the part of China which supplies the greater part exported to Europe lies between the 25th and 35th degrees, the very best districts being between the 27th and 31st.

In old days the *Tea Boha*, known as the Black Tea plant, and the *Tea Viridis*, known as the Green Tea plant, were usually to be found, one in the south, the other in the North of China. Yet there was really little difference between the two, and either variety could be indifferently manufactured into black or green tea.

The difference between black tea and green tea may be epitomised as follows:—

## BLACK TEAS.

(a) They lie for some time spread out in the factory after gathering.

(b) They are tossed about until they become soft, and this before roasting.

(c) After being roasted for five minutes and rolled, they are exposed to the air for some hours.

(d) They are dried slowly over charcoal fires in sieves.

## GREEN TEAS.

(e) The leaves are roasted in an iron vessel almost as soon as gathered.

(f) They are dried off quickly after the rolling process.

The tea shrub, although grown in almost every soil and aspect, succeeds most in hilly sites of moderate elevation, where it is best able to benefit by the fertility of soil, heat, etc. The plant is generally raised from the seeds which are gathered in October, dried in the sun, and kept mixed up with sand and earth, during the winter. In the spring the seed is sown broadcast and is allowed to grow for a year, when the seedlings, by this time nine to twelve inches high, are transplanted in rows at a distance of two to three feet. The damp, moist weather at the time of the monsoon in April and May enables the young shrubs to establish themselves. In the course of the first year the main shoot is cropped to reduce the height to about three feet and cause the plant to grow bushy. After this little is done but the necessary weeding of the ground, and an occasional stirring of the earth, until the time for cropping, which is generally in the fourth or fifth year, according to the strength or weakness of the shrub. The picking of tea commences all over China in April. The second crop is gathered about the middle of June, and in October the fourth or last crop is plucked. On account of the autumn rains, this is frequently better than either the second or third crops. The periods and manner of gathering the leaves are the same in all parts of China.

There are many fanciful names given to tea in China, according to the district it comes from. In some places tea is prepared better than at other places, and this, of course, makes a great difference. The most expensive tea is *Kao-kang*, which comes from the Bohea hills, situated on the north-eastern boundary of Kwangtung Province. Difficulty of transit makes this expensive. The best China tea generally comes from Hankow and the Yungtze district—the manufacture is conducted better there than at other places. Of late years, since the opening of the treaty ports, the price of tea has been reduced by the greater facilities of getting it to places for shipment. Formerly tea was sent to Canton from districts which have now much more convenient and nearer outlets for their produce.

The area of tea cultivation in China is as follows:—

|           |                        |
|-----------|------------------------|
| Kwangtung | ... 79,000 sq. miles.  |
| Honan     | ... 74,000 "           |
| Kwangsi   | ... 72,000 "           |
| Houki     | ... 70,000 "           |
| Fokien    | ... 53,000 "           |
| Ngaului   | ... 48,000 "           |
| Chekiang  | ... 39,000 "           |
| Total...  | ... 435,000 sq. miles. |

## THE PHILIPPINE ISLANDS.

Mr. Alleyne Ireland's concluding article in the Times is very long; but it appears to contain little that can be omitted. He says:—

The blindness to local conditions and the neglect to profit by the experience of others, which caused the war between the United States and the Philippine Republic, have played as large a part in the constructive work of the American Government in the Philippines since the establishment of civil administration as they had before and during the war. If human history has taught one lesson more thoroughly than another during the past three centuries it is that the native of the tropics is not susceptible to the political and administrative ideals of our so-called Western civilization; and that if those ideals are to prevail in the conduct of affairs in tropical countries it can only be through the presence of a number of white men exercising supreme authority. It is not a question of whose ideals are the best; it is simply a question of whether having decided to introduce Western standards of government into the tropics, the natives are capable, or are likely to become capable, left to themselves, of maintaining political institutions of a democratic character and of administering their public affairs in conformity with those principles which underlie honest and efficient government in the non-tropical portions of the world. There is nothing in the whole range of history to justify a belief that representative institutions are suitable for tropical races. In the course of the evolution of governmental institutions amongst tropical people the democratic form never appeared as a product of native ideals; and wherever that form exists in the tropics to-day its presence is due to European influence, and its operation depends on the efforts of men having European blood in their veins.

With the condition of the Central and Southern American Republics before it is a warning, with the condition of the British tropical colonies before it as an example, the American Government has adopted as the central idea of its Philippine policy the establishment in the islands of a government in which free play is to be given to democratic principles, in which the control of affairs shall reside in the people, in which every problem shall find its solution in the education of the masses and in the exercise by them of all the political functions which are performed by the inhabitants of the most advanced States in the world. In June, 1902, the United States Congress passed an Act declaring that two years after the completion and publication of the Philippine Census of 1903 a general election shall be held in the Philippines, a body which is to form one branch of a bicameral legislature, the other branch to be appointed by the President of the United States. As it is not anticipated that the new Philippine Legislature will assemble before 1907, I may dismiss the matter by pointing out that in its structure the proposed Legislature embodies all the defects of the most unsatisfactory form of government now in force in the British Empire—the hybrid Constitutions of Jamaica and British Guiana, in which an unsuccessful attempt has been made to blend responsible government with Crown Colony government.

Turning now to what has already been done by the Americans in the political field in the Philippines, we are confronted with the astonishing spectacle of 40 provincial Governments and 623 municipal Governments operating in a territory smaller than Burma, and with fewer inhabitants. In the municipal Governments alone there are 3,600 paid officials elected by the people, and not more than 8,000 elected councillors. The utter confusion in administrative affairs which results from this excessive decentralization will be readily understood by every one who has any experience of tropical government. Even if the natives were endowed in a very exceptional degree with those peculiar qualities which are indispensable for the successful control of a tropical territory, this minute subdivision of authority in an undeveloped country almost devoid of land communications could not fail to result in disorder and misgovernment. As a matter of fact, however, the Filipino is not possessed of any peculiar political gifts, and he is no better material for representative government than the Burmese or the Malay, or the negro.

It is not necessary to go beyond the official record in order to exhibit the unsatisfactory results which have followed American colonial policy in the Philippines, before passing to a consideration of some of the purely administrative affairs of the islands. I wish to draw the reader's attention to the extraordinary state of unrest in which the islands still remain, after five years of American control. The Report of the Philippine Constabulary for 1903 shows that in the year under review there were 357 engagements with bands of outlaws (this is exclusive of military campaigns undertaken by the army), that 1,185 outlaws were killed and 2,722 captured, and that more than 5,000 expeditions, great and small, were undertaken against disturbers of the peace. Thus this state of disorder is not confined to the outlying districts as is proved by the fact that in the Province of Cavite, no part of which is as far as 10 miles from Manila, a province having an area less than that of the county of Herefordshire and a population less than that of Portsmouth, there were in 1903 more than 400 expeditions against outlaws, in which 20 were killed, 23 wounded, and 230 captured.

The three subjects in regard to which American colonial policy differs most radically from that of other nations are education, public works, and labour supply.

In dealing with the question of education I cannot do better than quote a few lines from a recent article by the Hon. William H. Taft, the United States Secretary of War, former Civil Governor of the Philippines. He says:—

"... In so far as the object of our taking control of the islands was different from that which animated them (the Dutch and the English), we were obliged to vary our policy from theirs. The chief difference between their policy and ours, in the treatment of tropical people, arises from the fact that we are seeking to prepare the people under our guidance and control for popular self-government. We are attempting to do this, first, by primary and secondary education offered freely to all the Filipino people. (Chairman, New York, October 1, 1904.)

And Mr. Taft proceeds to compare the expenditure of 1.7 per cent. of the total public revenue of the Straits Settlements on education with the expenditure of 20 per cent. for the same object in the Philippines. The Straits Settlements do not afford a fair basis for comparison, because, owing to Chinese immigration, the population of the colony contains an altogether abnormal proportion of adult males; but it may

be freely admitted that the American expenditure on education in the Philippines are greatly in excess of those in any other tropical colony in the world. But it is when Mr. Taft assumes that such an extravagant outlay on one department of the Government is an indication of a sound colonial policy that most students of tropical colonization will find themselves in complete disagreement with him. The enrolment of 263,000 pupils on the school-roll of the Philippines is not by any means the extraordinary and isolated achievement which Mr. Taft appears to consider it, and in relation to the great amount of educational work being done in the tropical colonies of the United States the school experiment in the Philippines can contribute very little that is new to our knowledge of the general effects of education upon tropical races. In our own tropical Empires we have at the present time a school attendance of more than five million pupils, and without going any further afield it is seen that in Ceylon we are affording a wider opportunity for education than the Americans are affording in the Philippines, for in the former colony five per cent. of the total population is attending school, whereas in the latter colony less than three and a half per cent. are thus engaged.

In assuming that the United States is the only nation which is making any serious effort to educate the tropical races Mr. Taft writes either from misinformation or lack of information. That the Americans are spending a larger proportion of their public revenue in the Philippines on education than is devoted to that purpose in the British Colonies is due rather to extravagance administration than to any wider liberality in educational policy. The question of the efficacy and utility of education in tropical colonies involves so many considerations that I cannot touch on it at present further than to say that, in my opinion, far too much money is being spent in the British tropical colonies on this object in view of the unsatisfactory results which, it is generally admitted, have been obtained. The enormous expenditure on education in the Philippines cannot be justified on any ground in a country which is not yet pacified and in which hardly anything has been done to provide a decent network of public roads, and it is in placing education in an unnaturally prominent position in its scheme of government before other more vital needs have been met that American educational policy in the Philippines differs from that of other nations in their colonies.

The measures which have been adopted in the Philippines in the direction of public works disclose a complete misunderstanding of the needs of a tropical colony in a low stage of economic development. The burden of public works has been thrown, in all except a very few instances upon the 40 provincial governments, which act independently of one another and follow no common plan of development. The disadvantages of this system are too obvious to call for any specific comment, and I know of no other colony in which there is not a Public Works Department of the general Government charged with the task of directing the colonial public works in conformity with some carefully considered scheme of improvements, and provided from the proceeds of general taxation with the funds for carrying out its plans. But where the Philippine Government has itself undertaken the execution of public works it has devoted its energies and has applied extravagant sums of money to objects which are entirely out of place in the present condition of the islands.

The two great works undertaken by the Philippine Government are the Benguet Road and the Manila harbour improvements.

The object of the Benguet Road is to improve transport from rail-head at Dagupan to the Government sanatorium at Baguio, considered solely as a project for affording Government servants an excellent health resort and thus solving the difficult problem of sick-leave, which plays such an important part in all tropical Governments, the project deserves nothing but praise, but when we include in our consideration of the Benguet Road the enormous expenditure which it has involved, and the deplorable condition of Philippine finances, we are compelled to feel that, as things now stand in the islands, the construction of the road is an unwarrantable extravagance. The road is to be 35 miles in length, and the original estimate of cost made by a Government engineer in 1901 was \$75,000. In the report of the Philippine Commission for 1902 the Civil Governor says:—"It is doubtful if it can be constructed for less than \$300,000." When I visited the road in the early part of 1904 more than \$900,000 had already been appropriated for its construction; and I was informed by the engineer in charge that it would require an additional \$1,000,000 to complete the roadbed. Up to the present time it has inflicted the greatest evils upon the unfortunate people who are the subject of the experiment. It set up among them at the beginning a purely artificial movement in favour of independence; it involved them in a long and destructive war when more complete information showed that practical reasons made it necessary to take that ideal from them; it has burdened them with an excessive taxation for the support of a Government which is unsuited to their needs; and the reward which these people are promised is the gift of political liberties which the great mass of them have no desire to exercise.

The plan for the improvement of the harbour of Manila, though excellent in itself, is open to the same objections which I have indicated in the case of the Benguet Road. There has already been appropriated for the harbour scheme a sum of \$2,000,000 gold, and it is expected that about \$3,000,000 gold more will be required—in all a sum of more than \$12,000,000 local currency.

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This brings me to the labour problem in the Philippines; and it is, perhaps, in this matter that American colonial policy shows its greatest divergence from that of other nations. It is unnecessary to go over the general question of the labour problem in the tropics, as I have already dealt with the subject in an earlier article in this series (*The Times*, April 12, 1904). The Philippine Island presents exactly the same phenomena in regard to labour as are to be observed in every tropical country in which there is not a very dense population. The natives are disinclined for steady work, and their labour is entirely inadequate for the economic development of the islands. In the neighbouring colonies the difficulty has been met by the importation of Chinese or East Indian labourers; but in the Philippines foreign contract labour, skilled or unskilled, is rigorously excluded.

Notwithstanding the recommendation of Professor Jenkins in his admirable report to the United States Government—"On Certain Economic Questions in the English and Dutch Colonies in the Orient," that unskilled Chinese labour should be admitted to the islands under proper restrictions and safeguards, notwithstanding the repeated request of the Philippine Government itself that skilled Chinese labour should be admitted, Congress

has refused to sanction any relief of the local labour difficulties by this method. The effect of this policy has been that the vast development in mining, agricultural, and timber industries which was expected to follow the American occupation of the islands has not taken place; and, with the exception of hemp and copra which are less dependent than other industries upon labour conditions, the production of the islands is at a standstill or is actually declining. The refusal of Congress to sanction Chinese immigration into the Philippines rests upon the popular feeling in America against the introduction of imported contract labour into the United States, a sentiment which has extended to its introduction into the Philippines, where none of the conditions exist which make imported contract labour so undesirable in the States—and there is little reason to foresee a change of policy in this direction. The economic problem thus presented to the Philippine Government is a most serious one and goes far beyond the mere question as to whether or not the native Filipino has a right to be idle and to demand from the Americans' exclusion laws against those who are prepared by their industry to develop the country.

The Americans have established in the Philippines a government which in point of expense throws almost every other colonial government in the tropics in the shade. The latest available figures show that in 1903 the total Government expenditures, insular, provincial, and municipal, amounted to about \$15,000,000 gold. If this expenditure is measured in relation to the industrial production of the islands—the only true method of estimating the burden of taxation in a tropical country—it is seen that for every \$100 worth of produce exported from the islands the expenses of the Government amount to \$4. This is far in excess of the cost of administration in the British tropical colonies, where the average ratio of expenditure to value of exports is about 27 per cent. If we add to the expenditures from local taxation in the Philippines the amount paid by the United States itself in regard to the control of the islands—the whole military expense and part of the police expenditure—the total cost of the control and administration of the islands is found to be greater than the total gross value of the products of the islands exported each year. Unless the economic condition of the islands is greatly improved, and there seems to be no hope of improvement except through the importation of labour, the expense of administration must be cut down or a large proportion of it must be borne by the United States. For the present rate of local taxation threatens the very existence of the few industries which the islands possess.

In conclusion, I wish to express my appreciation of the honest efforts of the American officials in the Philippines to give the islands a good Government. That the administration is, in fact, inefficient, except in the scientific departments, where it is admirable, and that it is grossly extravagant is not due to any lack of individual ability amongst the officials, or to the absence of personal interest in the welfare of the natives. The cause lies in this, that the American Government has undertaken the control and development of a tropical colony—a task which has been the subject of study and experiment for more than three centuries by other nations, and has not yet refused to attach itself to the failure and success of its predecessors, but has made it a special feature of its policy that, both in regard to its aims and its methods, it should present the greatest possible contrast to that of other nations. This attempt to establish a new colonial policy based upon new ideals and dependent for its success upon new administrative formulae is doomed to fail.

Up to the present time it has inflicted the greatest evils upon the unfortunate people who are the subject of the experiment. It set up among them at the beginning a purely artificial movement in favour of independence; it involved them in a long and destructive war when more complete information showed that practical reasons made it necessary to take that ideal from them; it has burdened them with an excessive taxation for the support of a Government which is unsuited to their needs; and the reward which these people are promised is the gift of political liberties which the great mass of them have no desire to exercise.

The resolutions were carried unanimously.

A special meeting of the holders of the ordinary shares of the syndicate was afterwards held, when the CHAIRMAN proposed a resolution (which was carried) confirming the agreement which was expressed to be made between Mr. C. L. Katridge, incorporated accountant, on behalf of all the holders of ordinary and founders' shares in the syndicate, of the first part, and the syndicate of the second part, and authorising the liquidator of the syndicate to distribute the rights to subscribe for ordinary shares of the Borneo Exploration Company (Limited) among the members in accordance with the scheme set forth in the agreement.

A special meeting of the holders of founders' shares of the syndicate followed, at which the same resolution was also unanimously agreed to.

## RUSSIAN RECRIMINATIONS.

The correspondents of several Paris newspapers who accompanied General Stoezel and his companions from Aden to Suez give some truly astounding particulars of what they heard on board the *Australis* which go far to account for the fall of Port Arthur. Now we have the testimony of the besieged naval and military officers themselves, given on the faith of French correspondents, that the fall of the great Manchurian fortress was due in no small measure to causes that cannot be described otherwise than as diabolical. The whole melancholy story is related by the French correspondents, furnished additional proof of the appalling condition of the Russian naval and military administration, and of the urgency of vast reforms if Russia is to keep her rank as a first-class Power. Sympathy for the poor fellows whose lives have been sacrificed at Port Arthur through the inefficiency, jealousy, and dissension of their superiors will be much increased after a perusal of the following narrative.

On the other hand, the system of government under which such a cruel and scandalous state of affairs is possible cannot fail to excite the reproach of civilized nations. An admiral and a naval engineer on board the *Australis*, being regarded as representatives of the Russian officers described as *les flotteurs*, were treated as pariahs by their comrades of the army, who, on the other hand, did not spare their own chiefs, including General Stoezel. Admiral Lodeschenksky was equally severe, attacking, for instance, the greatest misfortunes of the fleet to the "incomprehensible obstinacy" of Alexeiff and Makaroff in refusing to employ floating mines for the protection of Port Arthur. General Stoezel, speaking of Admiral Rozhdestvensky, observed to the correspondent of the *Petit Parisien* that "he will do well not to select as a naval base a position too secure, as in that case the fine gentlemen of his *entourage*, like those at Port Arthur, will not want to leave."

The impression left upon these French correspondents was a painful one of discord, mutual recrimination and complete lack of incapacity and worse. Profound derision for the unquestionable though futile heroism of the garrison was mingled with the disconcerting impression that the majority of the Russian officers on board the *A*

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies will be cash.

Advertisements and Subscriptions which are not cleared for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, CODES, A.B.C., 6th Ed.

Liefer's  
P.O. Box, 38, Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

THE HONGKONG SCHOOLS' SPORTS will be held at the RACE COURSE, Happy Valley, on MONDAY, March 27th, Hongkong, 23rd March, 1905. [734]

## COMPAGNIE DES MESSEAGERIES MARITIMES.

## NOTICE.

I RESUME This Day Charge of this Agency. G. DE CHAMPEAUX, Agent, Hongkong, 23rd March, 1905. [786]

## INTIMATIONS

THEATRE ROYAL. CITY HALL

THE DALLAS-BANDMANN OPERA CO.

LAST 3 NIGHTS! LAST 3 NIGHTS!

## TO-NIGHT! TO-NIGHT!

(By Special Request.)

THURSDAY, MARCH 23rd, "A COUNTRY GIRL"

FRIDAY, MARCH 24th, "THE CINGALEE"

SATURDAY, MARCH 25th, "THE ORCHID."

Doors open 8.30. Commence 9 P.M.

Plan of ROBINSON PIANO CO., LD.

Prices as usual.

Late Train 15 minutes after the Performance.

FRED. C. GARTON, Business Manager,

Hongkong, 23rd March, 1905. [762]

WANTED.

IMMEDIATELY, COMPETENT CHINESE CLERK and OFFICE ASSISTANT, with Security.

Apply with references.

CANTON CLUB.

Canton, 21st March, 1905. [785]

## PUBLIC AUCTION.

THE Undersigned has received instructions from the OFFICIAL ADMINISTRATOR, to Sell by Public Auction,

on

SATURDAY,

the 25th MARCH, 1905, at 11 A.M., at their SALES ROOM, No. 8, Des Vaux Road (Corner of Ice House Street),

A GREAT ASSORTMENT OF GOLD AND DIAMOND JEWELLERY, Comprising:

DIAMOND BROOCHES, DIAMOND CRESCENT BROOCH, DIAMOND and SAPPHIRE RINGS, EMERALD RINGS, GOLD WATCHES, GOLD BRACELETS, EARRINGS, OPAL RINGS, GOLD and SILVER BUCKLES and PURSES, &c., &c., &c.

TERMS.—As usual.

HUGHES & HOUGH,

Government Auctioneers,

Hongkong, 23rd March, 1905. [787]

## PUBLIC AUCTION.

THE Undersigned has received instructions from Pastor TH. KRIELE, to Sell by Public Auction,

on

WEDNESDAY,

the 29th MARCH, 1905, commencing at 2.45 P.M., at his residence "FALEVIL," Robinson Road, Kowloon,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, Comprising:

PLUSH COVERED DRAWING ROOM SUITE, TABLES, LACE CURTAINS, CARPETS, BOOKCASES, &c., &c.; EXTENSION DINING TABLE, DINER WAGGONS, WRITING DESK, OVERMANTELS, &c., &c.

BRASS MOUNTED BEDSTEADS, BRASS MOUNTED COT, WARDROBES with BEVELLED MIRROR, TOILET TABLES, MARBLE TOP WASHSTANDS with TILED BACK, LEATHER COVERED BEDROOM SUITE, &c., &c.; BATHROOM, PANTRY and KITCHEN REQUISITES;

and One COTTAGE PIANO, by W. Robinson & Co.

TERMS.—As customary. On View from Tuesday, the 28th March, 1905.

GEO. P. LAMMERT.

Auctioneer.

Hongkong, 23rd March, 1905. [788]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIMUN,"

Captain Robson, will be despatched for the above port TO-MORROW, the 24th inst., at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAIRAIK & CO., General Managers.

Hongkong, 23rd March, 1905. [789]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FICHE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, whence delivery may be obtained.

This Vessel brings Cargo:

From Venice ex.s.s. Venus, transhipped at Trieste.

From Trieste ex.s.s. Imperatrice, transhipped at Bombay.

From Zanzibar ex.s.s. Koerber, transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 28th March, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th March, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO., Agents.

Hongkong, 22nd March, 1905. [713]

## CONTRABAND OF WAR.

## A JUDGMENT

Defining the term "CONTRABAND OF WAR"

delivered by

SIR HENRY S. BERKELEY,

Chief Justice of Hongkong,

in the case of

OSAKA SHOSEN KAISHA OWNERS

of the S.S. "PROMETHEUS."

Together with the FINDINGS of Mr. E. A.

HEWITT (Superintendent of the P. & O.

Steam Navigation Company) in the

ARBITRATION.

RE-ISSUED IN PAMPHLET FORM.

Copies 50 cents each may be obtained at the Office of the Hongkong Daily Press, Hongkong, 11th March, 1905.

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions from C. A. TOME, Esq., to Sell by Public Auction,

on

MARCH, 25th, 1905, at 1.30 P.M., within his residence, No. 2, GOUGH HILL, The Peak,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE THEREIN CONTAINED,

Comprising—

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD OVEN-

MANTELS with BEVELLED GLASS,

CANTON BLACKWOOD WARE, TEAKWOOD EXTENSION DINING TABLE

and CHAIRS, BRUSSEL'S and TIENT-EN

CARPETS and RUGS, SHANGHAI CUR-

TAINS, BRASS BEDSTEADS with WIRES

and HAIR MATTRESSES, PICTURES,

TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP

BUREAU with BEVELLED GLASS,

MARBLE-TOP WASHSTANDS, MARBLE

BATH TUBS, &c., &c.; Also

One AMERICAN MARBLE REFRI-

GERATOR; And

One COTTAGE PIANO by M. F. RACKHA &

Co., Hamburg, (Good Order and Condition).

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers,

Hongkong, 22nd March, 1905. [781]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

TUESDAY, the 28th MARCH, 1905, commencing at 2.45 P.M.,

at NO. 17, SEYMOUR ROAD,

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

Comprising—

HATSTAND with BEVELLED MIRR-

OR, MARBLE-TOP SIDEBOARD with

MIRROR, DINER WAGGON, EXTEN-

SION DINING TABLE, LEATHER

COVERED DINING CHAIRS, OVER-

MANTELS, DINER SET, CARPETS,

PICTURES, &c., &c.;

BRASS-MOUNTED IRON BED-

STEADS, MARBLE-TOP BUREAU with BEVELLED MIRROR, MARBLE-TOP

WASHSTAND with TILED BACK, TOI-

LET SETS, WARDROBES, &c., &c.

AMERICAN ICE CHEST and PANTRY

REQUISITES, BATHROOM and KIT-

CHEN REQUISITES; And

A Few Pieces of FINELY-CARVED

CANTON BLACKWOOD WARE;

Also

One RAMBLER BICYCLE in good

condition.

TERMS.—As customary.

On View from Monday, the 27th March, 1905.

GEO. P. LAMMERT.

Auctioneer.

Hongkong, 22nd March, 1905. [782]

## WANTED.

A N ASSISTANT.

Apply to—

ROBINSON PIANO CO., LD.

Hongkong, 8th March, 1905. [646]

A GENT wanted to secure Indent orders for

a first class London firm of Cork Import

and Export Merchants. Goods guaranteed

equal to sample, of good value and open to any

competition. Liberal commission offered to

any suitable representative. Apply—G. WATKINS,

Auctioneer.

Hongkong, 22nd March, 1905. [1200]</

**OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

OUTWARDS.

| FROM                  | STEAMERS   | TO             | DUE |
|-----------------------|------------|----------------|-----|
| GLASGOW and LIVERPOOL | KAI-SWON   | On 22nd March. |     |
| GLASGOW and LIVERPOOL | AGAMEMNON  | On 23rd March. |     |
| GLASGOW and LIVERPOOL | JASON      | On 1st April.  |     |
| GLASGOW and LIVERPOOL | LAERTES    | On 8th April.  |     |
| GLASGOW and LIVERPOOL | DARDANUS   | On 8th April.  |     |
| GLASGOW and LIVERPOOL | CHINGWO    | On 15th April. |     |
| GLASGOW and LIVERPOOL | TELEMACHUS | On 17th April. |     |
| GLASGOW and LIVERPOOL | DIOMED     | On 21st April. |     |
| GLASGOW and LIVERPOOL | CALCHAS    | On 25th April. |     |
| GLASGOW and LIVERPOOL | DEUCALION  | On 6th May.    |     |

HOMEWARDS.

| FOR                             | STEAMERS     | TO SAIL        |
|---------------------------------|--------------|----------------|
| AMSTERDAM, LONDON and ANTWERP   | " ACHILLES"  | On 28th March. |
| AMSTERDAM, LONDON and ANTWERP   | " MACHAON"   | On 11th April. |
| GENOA, MARSEILLES and LIVERPOOL | " ALCINOUS"  | On 20th April. |
| AMSTERDAM, LONDON and ANTWERP   | " AGAMEMNON" | On 25th April. |
| AMSTERDAM, LONDON and ANTWERP   | " JASON"     | On 9th May.    |
| GENOA, MARSEILLES and LIVERPOOL | " LAERTES"   | On 20th May.   |
| AMSTERDAM, LONDON and ANTWERP   | " PINGSUEY"  | On 23rd May.   |

Taking Cargos for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

| FOR  | STEAMERS      | TO SAIL        |
|--|---------------|----------------|
| VICTORIA, SEAPLE, TACONA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA | " TELEMACHUS" | On 20th April. |

For Freight, apply to—

**BUTTERFIELD & SWIRE,  
AGENTS.**

[9.10]

Hongkong, 20th March, 1905.

**CHINA NAVIGATION CO.  
LIMITED.**

| FOR   | STEAMERS   | TO SAIL        |
|---|------------|----------------|
| KOBE  | * CHINGTU  | On 23rd March. |
| CEBU and ILOILO                                   | * SUNGKANG | On 30th March. |
| MANILA  | * TAMING   | On 26th March. |
| SHANGHAI  | + NINGPO   | On 23rd March. |
| SWATOW, CHEFOO and TIENTSIN                       | + WOOSUNG  | On 25th March. |
| MANILA, PORT DARWIN, THURS.                       | + KANSU    | On 28th March. |
| ISLAND, COOKTOWN, CAIRNS,<br>TOWNSVILLE, BRISBANE | * CHINGTU  | On 10th April. |
| SYDNEY and MELBOURNE                              |            |                |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,  
AGENTS.**

[11]

Hongkong, 20th March, 1905.

**PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

| FOR   | STEAMERS            | TO SAIL    | REMARKS.                         |
|---|---------------------|------------|----------------------------------|
| SHANGHAI  | SIMIA               | About 24th | Freight and<br>F. R. Summers     |
| LONDON, &c.   | MALTA               | Noon, 25th | See Special<br>R. A. Peters      |
| LONDON and ANTWERP  | MALACCA             | March      | Advertisement.                   |
| YASINGAPORE, PENANG, MALACCA,<br>COLOMBO, PORT SAID and MARSELLES | G. W. Babat, R.N.E. | About 29th | Freight and<br>Passage.          |
| YOKOHAMA and SHANGHAI   | PEBA                | About 2nd  | Freight only.                    |
| MOJI and KOBE   | A. L. Valentini     | April      | (Passing through the Inland Sea) |

For further Particulars, apply to

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 17th March, 1905.

**OSAKA SHOSEN KAISHA**

REGULAR STEAM-SHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

| FOR                             | STEAMERS         | LEAVING                         |
|---------------------------------|------------------|---------------------------------|
| ANPING, VIA SWATOW<br>AND AMOY  | " DECIMA"        | FRIDAY, 24th Mar.,<br>at 7 A.M. |
| FOOCHOW, VIA SWATOW<br>AND AMOY | " CLARA JESEN"   | FRIDAY, 24th Mar.,<br>at 7 A.M. |
| TAMSUL, VIA SWATOW<br>AND AMOY  | " BREEDIXSEN"    | SUNDAY, 26th Mar.,<br>at 7 A.M. |
| TAMSUL, VIA SWATOW<br>AND AMOY  | " FRITHJOF"      | SUNDAY, 26th Mar.,<br>at 7 A.M. |
| TAMSUL, VIA SWATOW<br>AND AMOY  | H. A. HARALDSSEN | SUNDAY, 2nd April,<br>at 7 A.M. |
| TAMSUL, VIA SWATOW<br>AND AMOY  | " B. BJORNSEN"   | SUNDAY, 2nd April,<br>at 7 A.M. |

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 De Veux Road Central.

T. ARIMA, Manager.

[14]

**PORTLAND & ASIATIC STEAMSHIP CO.**

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
OPERATING IN  
CONNECTION WITH THE  
STEAMSHIP

TONS. CAPTAIN

NICOMEDIA 4,370 Wagner

NUMANTIA 4,370 Brömmer

ARABIA 4,483 Hablitz

ARAGONIA 5,193 Schäfflitz

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 15th March, 1905.

**CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons..... WEDNESDAY, 29th Mar.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons..... WEDNESDAY, 19th April.

R.M.S. "TARTAR" ... 4,425 Tons..... WEDNESDAY, 26th April.

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons..... WEDNESDAY, 10th May.

R.M.S. "ATHENIAN" ... 5,385 Tons..... WEDNESDAY, 24th May.

Hongkong to London, 1st Class ..... via St. Lawrence &c. via New York &c.

Intermediate on Steamers) 240. " 242.

" and 1st Class Rail ..... 240. "

## POST OFFICE NOTICES.

The s.s. *Simsa*, with the English Mail of the 24th February, left Singapore on Saturday, the 18th inst., at 5 p.m., and may be expected here on or about Friday, the 25th inst., at about 6 a.m. This packet brings replies to letters despatched from Hongkong on the 24th January. This steamer brings the parcel mails closed in London for despatch by the all sea route on the 16th February, and for despatch overland on the 22nd February.

## MAILS WILL CLOSE

FOR PER DATE

|  |  |                           |
|--|--|---------------------------|
| Ma'ao                                    |  | Thursday, 23rd, 7.30 A.M. |
| Canton                                   |  | Thursday, 23rd, 7.30 A.M. |
| Aney, Singapore and Samoeng              |  | Thursday, 23rd, 9.00 A.M. |
| Swatow and Bangkok                       |  | Thursday, 23rd, 9.00 A.M. |
| Huaphong                                 |  | Thursday, 23rd, 9.00 A.M. |
| Macao                                    |  | Thursday, 23rd, 9.00 A.M. |
| Singapore, Penang and Calentta           |  | Thursday, 23rd, 9.00 P.M. |
| Kobe                                     |  | Thursday, 23rd, 9.00 P.M. |
| Kobo                                     |  | Thursday, 23rd, 9.00 P.M. |
| Kongmouen, Kunchuk, Shuihing and Takking |  | Thursday, 23rd, 9.00 P.M. |
| Saigon                                   |  | Thursday, 23rd, 9.00 P.M. |
| Swatow, Amoy and Apung                   |  | Thursday, 23rd, 9.00 P.M. |
| Swatow, Amoy and Foochow                 |  | Thursday, 23rd, 9.00 P.M. |
| Namto                                    |  | Thursday, 23rd, 9.00 P.M. |
| Sanbu                                    |  | Thursday, 23rd, 9.00 P.M. |
| Canton                                   |  | Thursday, 23rd, 9.00 P.M. |
| Kongmouen, Kunchuk and Kunkong           |  | Thursday, 23rd, 9.00 P.M. |
| Macao                                    |  | Friday, 24th, 7.30 A.M.   |
| Canton                                   |  | Friday, 24th, 7.30 A.M.   |
| Kudat and Sandakan                       |  | Friday, 24th, 8.00 A.M.   |

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

|                                |  |                         |
|--------------------------------|--|-------------------------|
| Swatow                         |  | Friday, 24th, 8.00 A.M. |
| Bangkok                        |  | Friday, 24th, 8.00 A.M. |
| Macao                          |  | Friday, 24th, 8.00 A.M. |
| Singapore                      |  | Friday, 24th, 8.00 A.M. |
| Amoy and Manlia                |  | Friday, 24th, 8.00 A.M. |
| Manlia                         |  | Friday, 24th, 8.00 A.M. |
| Kobe                           |  | Friday, 24th, 8.00 A.M. |
| Namto                          |  | Friday, 24th, 8.00 A.M. |
| Sanbu                          |  | Friday, 24th, 8.00 A.M. |
| Manila                         |  | Friday, 24th, 8.00 A.M. |
| Kongmouen, Kunchuk and Kunkong |  | Friday, 24th, 8.00 A.M. |
| Canton                         |  | Friday, 24th, 8.00 A.M. |
| Macao                          |  | Friday, 24th, 8.00 A.M. |
| Canton                         |  | Friday, 24th, 8.00 A.M. |

EUROPE, &c., India via Tuticorin  
(Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents)  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

Macao

Ningpo and Shanghai

Namto

Sanbu

Kongmouen, Kunchuk and Kunkong

Namto

Sanbu

Canton

Moji

Kongmouen, Kunchuk, Shuihing and Takking

Tientien

Kongmouen, Kunchuk and Kunkong

Swatow Chien and Tientien

Singapore, Penang and Calentta

Shanghai

Manila

Shanghai

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

EUROPE, &c., India via Tuticorin  
(Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

Kongmouen, Kunchuk and Kunkong

Cobu and Ilelo

Kongmouen, Kunchuk, Shuihing and Takking

Frederick Willemshaven, Herkertshohe, Matupi, Sydney and Melbourne

TO-DAY.

Ordinary Annual Meeting of China Sugar Refinery Co., Ltd., noon.

Ordinary Annual Meeting of Luzon Sugar Refinery Co., Ltd., 12.30 p.m.

Dallas-Bandman Opera Co., Theatre Royal, 9 p.m.

TO-MORROW.

Concert by the Westminster Glee and Opera Co., City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS

22nd March

ON LONDON.— Telegraphic Transfer 1.1074

Bank Bills, on demand 1.102

Bank Bills, 30 days' sight 1.101

Bank Bills, at 4 months' sight 1.102

Credits, at 4 months' sight 1.102

Documentary Bills, 4 months' sight 1.102

ON PARIS.— Bank Bills, on demand 2.254

Credits, at 4 months' sight 2.289

ON GERMANY.— On demand 1.92

Bank Bills, on demand 4.45

Credits, 60 days' sight 4.46

ON HAMBURG.— Telegraphic Transfer 1.394

Bank, on demand 1.394

ON CALCUTTA.— Telegraphic Transfer 1.394

Bank, on demand 1.394

ON SHANGHAI.— Bank, at sight 7.12

Private, 30 days' sight 7.28

ON YOKOHAMA.— On demand 9.14

ON MANILA.— On demand—Pesos 9.14

ON SINGAPORE.— On demand 51 p.o.m.

ON BATAVIA.— On demand 11.2

ON HAIPHONG.— On demand 1 p.o.m.

ON SAIGON.— On demand 1 p.o.m.

ON BANGKOK.— On demand 61

Sovereigns, Bank's Buying Rate \$10.60

GOLD LEAF, 100 fine, per tael \$85.90

BAR SILVER, per oz. 26.13

## VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. str. *Simsa* left Singapore for this port on the 18th March at 5 p.m., and is due here on the 24th March at 6 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Regent Luitpold* left Koloa via Nagasaki and Shanghai on Sunday, p.m., and may be expected here on Tuesday, the 28th March.

The I.G.M. str. *Prinz Eitel Friedrich*, left Colombo on Friday, p.m., and may be expected here on Wednesday, s.m., the 29th March.

THE AMERICAN MAIL.

The O. & C. str. *Cepic* from San Francisco to the 25th ult., via Honolulu, left Yokohama for the University of Pennsylvania, U.S.A., Hongkong, 3rd June, 1904.

and is due here on the 26th March.

THE GERMAN MAIL.

The O. & C. str. *Cepic* from San Francisco to the 25th ult., via Honolulu, left Yokohama for the University of Pennsylvania, U.S.A., Hongkong, 3rd June, 1904.

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